

The Michigan Department of Transportation (MDOT) is responsible for overseeing and maintaining a vast infrastructure. MDOT customers are Michigan's residents, businesses and visitors who expect transportation professionals to manage transportation assets in an **effective, efficient** and **reliable** manner. They rely on us to be **good stewards** of the resources entrusted to us. MDOT accomplishes this through a process known as **asset management**.

The asset management process is predicated on the principles of stewardship of public resources, accountability to customers and continuous improvement. It is based on **managing for results** by focusing on performance.

As noted by the organization, National Performance Review, "Most public managers work in environments that have echoed for years with rising demands for **performance, accountability, and results**. Citizens and elected officials are demanding tangible returns on the dollars they invest. Managers at every level of the intergovernmental system are moving toward improved accountability by managing for results."²

As good stewards, we can no longer be content to simply account for assets. Rather, we must aggressively ensure **proper use and performance** of those assets.

This booklet introduces you to MDOT's transportation asset management process. It will show you that asset management is the way we do business!

MDOT Transportation Assets - 1999

- 9,700 Miles of state highway
- 5,670 Bridges and culverts
- More than 700 miles of railroad
- 215 Carpool lots
- 2,400 Trucks, vans and cars
- 450,000 Signs; 4,025 traffic & 12,328 freeway lights
- 8 Million feet of guardrail and 4,500 miles of fence
- 105 Garage, sign, maintenance/service & storage buildings
- One Central Office, 7 region offices, 25 transportation service centers
- 83 Safety rest areas and 13 Welcome Centers
- 85 Roadside Parks, 27 scenic turnouts, 41 picnic sites
- 163 Pumphouses, 188 water wells
- 54 Sewage disposal facilities & 64,000 catch basins
- 40,500 Acres that must be maintained



ASSET MANAGEMENT SOURCES

The following sources have been used in the preparation of this booklet:

1. *Michigan Transportation Facts & Figures*, (MDOT, December 1999)
2. *Reaching Public Goals: Managing Government For Results*, (National Performance Review, October 1996).
3. *Government Performance and Results Act of 1993*, (U.S. Congress)
4. *Executive Order 12893: Principles for Federal Infrastructure Investments*, (President William J. Clinton, The White House, January 26, 1994)
5. *Concepts Statement No. 2, Service Efforts and Accomplishments Reporting*, (Governmental Accounting Standards Board, April 1994)
6. MCL 247.651g
7. *Statement No. 34, "Overview,"* (Governmental Accounting Standards Board, no date given in document)
8. *Asset Management Primer*, (USDOT, December 1999)
9. *New Rules For Reporting Infrastructure Information To Be Enacted For State & Local Governments*, (Governmental Accounting Standards Board Newsletter, April 19, 1999)
10. *Performance Measurement and Performance Based Management: An Interview With Joseph S. Wholey*, (The Inter-Agency Benchmarking & Best Practices Council, September 11, 1998)
11. *Michigan Department of Transportation 1997 Business Plan*, (MDOT, 1997; Rev. 1999)
12. *Measuring And Improving Infrastructure Performance*, (National Research Council, 1995)
13. *Serving The American Public: Best Practices In Performance Measurement*, (National Performance Review, June 1997)
14. *21st Century Asset Management: Executive Summary*, (Center for Infrastructure and Transportation Studies, Rensselaer Polytechnic Institute, October 1997)
15. *Pay Now Or Pay Later: Controlling Cost Of Ownership From Design Throughout The Service Life Of Public Buildings*, (National Research Council, 1991)
16. *Asset Management Peer Exchange*, (American Association of State Highway & Transportation Officials/ Federal Highway Administration)
17. *Life Cycle Cost Analysis in Pavement Design* (USDOT/FHWA, September 1998)

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